BookletChart™

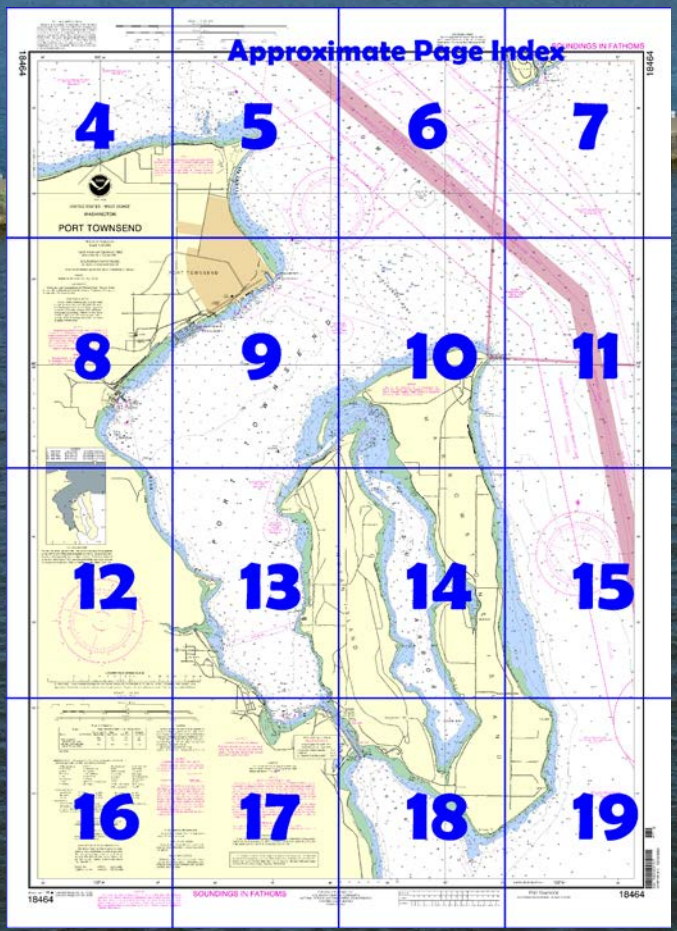
Port Townsend

NOAA Chart 18464

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

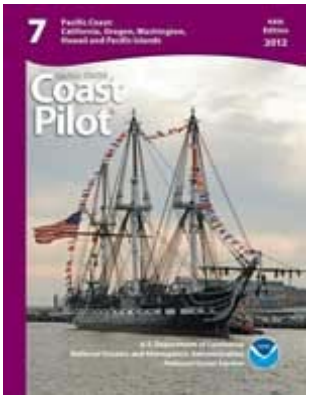
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18464.



(Selected Excerpts from Coast Pilot)
Point Wilson is the W point to Admiralty Inlet and Puget Sound.
Point Wilson Light (48°08'39"N., 122°45'17"W.) is shown from a white octagonal tower on a building on the E extremity of the low point; a fog signal is at the light.
Shoals extend 0.5 mile NW of Point Wilson to the 5-fathom curve over irregular bottom; these are generally indicated by kelp. The E edge of the shoals rises rather abruptly from deep water. Heavy tide rips extend N of these shoals, being especially heavy with a W wind and ebb current. A buoy marking the shoals is about 0.7 mile NW of Point Wilson Light.
In approaching Point Wilson in thick or foggy weather, vessels should obtain soundings constantly.
Port Townsend, immediately S of Point Wilson, is entered between Point Hudson and Marrowstone Point. It extends in a general SSW direction for 2.5 miles, and then turns SSE for 3 miles, with a reduced width to its head. Inside Point Hudson, depths generally range from 5 to 20 fathoms. It is an excellent harbor and is easily entered; however, mariners are warned to be aware of strong side currents that exist in Admiralty Inlet. The prevailing winds in summer are from W to SW, and in winter are generally in the SE quadrant.
Point Hudson, on the W shore 1.7 miles SSE of Point Wilson, is low and sandy. It is marked by a light and fog signal. The outer limits of the shoal making out from the point are marked by a lighted bell buoy.
Marrowstone Point, the E point at the entrance to Port Townsend, is low at its extremity, but rises abruptly to a bluff about 120 feet high. The buildings of the former Fort Flagler, now a recreation area of the Washington Parks system, are about 0.5 mile to the S. A fish haven is near the pier in about 48°05'28"N. 122°41'23"W. **Marrowstone Point Light** (48°06'06"N., 122°41'16"W.) is shown from a 20-foot white square structure on the E edge of the point; a fog signal is at the light. Piling of former piers and anchor piling for wartime submarine nets extend up to 500 yards offshore 0.6 and 1.6 miles W of the light.
Midchannel Bank, covered 4¾ to 10 fathoms, extends NW from Marrowstone Point about 2 miles toward Point Wilson. The bank has several submerged obstructions and large boulders on the bottom. Due to the nature of the bottom and the existence of cross currents from Admiralty Inlet, the bank is unsuitable for safe anchorage.
Port Townsend, the principal town, is on the W shore immediately W of Point Hudson. The only commercial traffic, other than fishing boats and ferries, is at Port Townsend Paper Corp. papermill SW of the town.
Anchorage.-The usual anchorage is about 0.5 to 0.7 mile S of the railroad ferry landing in 8 to 10 fathoms, muddy bottom. In S gales better anchorage is afforded closer inshore off the N end of Marrowstone Island or near the head of the bay in moderate depths, muddy bottom. Two **explosives anchorages** are in the bay. (See **110.1 and 110.230,** chapter 2, for limits and regulations.)
Point Hudson Harbor, just W of Point Hudson, is leased by the Port of Port Townsend to a private company. The entrance, protected by jetties, is marked by a private light on the end of the S jetty.
The terminus of the **Port Townsend-Keystone ferry** is 0.4 mile WSW of Point Hudson Harbor.
Port Townsend Boat Haven, 1.1 miles SW from Point Hudson, is operated by the Port of Port Townsend. The entrance is marked by lights; in July 2000, the controlling depths were 11.3 feet in the entrance channel and 10 to 12 feet in the basins.
Glen Cove, about 2.2 miles SW of Point Hudson, is the site of the Port Townsend papermill, at the N end of the cove. The 480-foot-long pier has reported depths of 30 feet alongside and a deck height of 18 feet. A private light and fog signal, on the seaward end of the pier, are maintained by the mill. A slight current may be encountered, and the use of an anchor is recommended in docking. Fuel oil tankers use the N side of the wharf; paper products are shipped from the S side.
A floating security barrier, marked by private lights, surrounds a naval restricted area in the E part of the harbor off **Walan Point** on **Indian Island** (48°04'18"N., 122°44'47"W.). (

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Seattle	Commander 13th CG District Seattle, WA	(206) 220-7001

Table of Selected Chart Notes

Corrected through NM Jul. 01/06
Corrected through LNM Jun. 20/06

HEIGHTS

Heights in feet above Mean High Water.

Note F

Floating security barriers have been installed at various U.S. Naval installations throughout Puget Sound. The barriers are marked by numerous flashing yellow (Fl Y 2s) Navy maintained lighted buoys and approximately mark the Restricted Areas surrounding the facility.

PORT TOWNSEND CANAL

162.235 (see note A)

Project depth 15ft; width, 75 ft
Controlling depth - Sept 1995
Northeastern outside quarter ..... 13.5 ft
Middle half ..... 13.7 ft
Southwestern outside quarter ..... 13.5 ft

NOTE C

NAVAL OPERATING AREAS

Mariners should use caution as naval craft may be maneuvering within the areas. For further information consult Local Notices to Mariners.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.673" southward and 4.604" westward to agree with this chart.

Mercator Projection
Scale 1:20,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

KEYSTONE HARBOR

The controlling depth at MLLW was 19½ feet in the Entrance Channel and 8 feet in the Mooring Basin, except for shoaling along the edges of the Basin.

May 2001

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Seattle, WA	KHB-60	162.55 MHz
Puget Sound, WA	WWG-24	162.425 MHz

NOTE D

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the Puget Sound area. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. The entire area of the chart falls within the Vessel Traffic Services (VTS) system.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 13th Coast Guard District in Seattle, Washington or at the Office of the District Engineer, Corps of Engineers in Seattle, Washington.

Refer to charted regulation section numbers.

NOTE B

Mariners are cautioned that the Washington State Ferries may deviate from the published standard routes due to inclement weather, traffic conditions, navigational hazards or other emergency conditions.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

COLREGS, 80.1395 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

NOTE E

TRAFFIC SEPARATION SCHEME

One-way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels traveling between the points involved. They have been designated to aid in the prevention of collisions in the Puget Sound waters, but are not intended in any way to supersede or alter the applicable Rules of the Road. Separation zones are intended to separate inbound and outbound traffic and to be free of ship traffic. Separation Zones should not be used except for crossing purposes. When crossing traffic lanes and separation zones, use extreme caution.

Precautionary Areas have been established where major lanes merge and cross the traffic separation scheme. It is recommended that vessels proceed with caution in these areas. Wherever practical, vessels entering or leaving the system should do so at these precautionary areas. For more information regarding Traffic Separation Scheme procedures and regulations, see 33 CFR 167 and / or chapter 2 of the U.S. Coast Pilot.

TIDAL INFORMATION

Place Name (LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
	feet	feet	feet	feet
Port Townsend (48°07'N/122°45'W)	8.6	7.9	2.6	-5.0
Oak Bay, Admiralty Inlet (48°01'N/122°43'W)	9.4	8.6	2.6	-4.5

(Jun 2005)

18464

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

SCALE 1:20,000

Nautical Miles

0 ½ 1

Statute Miles

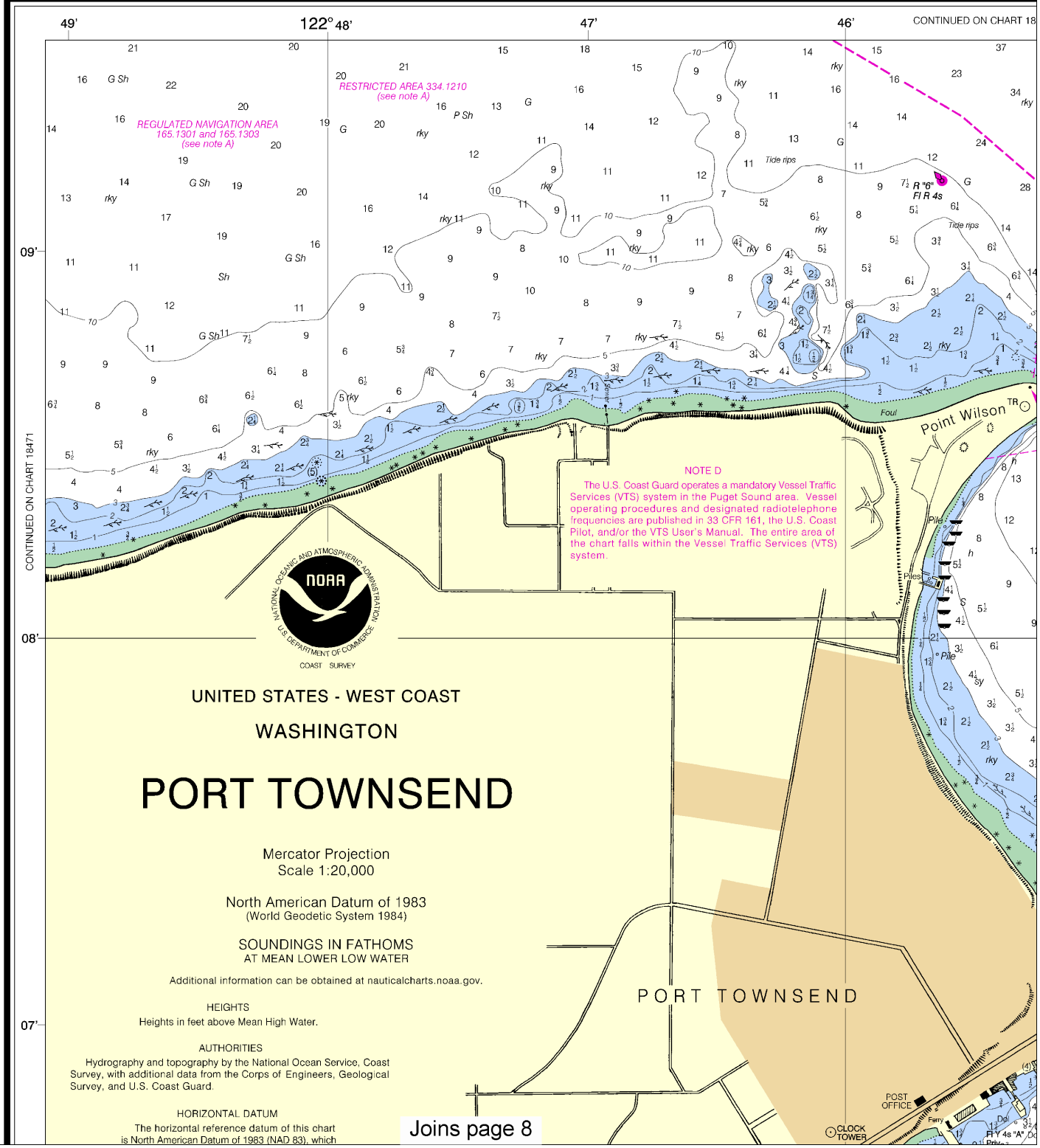
½ 0 ½ 1

Yards

500 0 500 1000 1500 2000

Meters

500 0 500 1000 1500 2000



4

Note: Chart grid lines are aligned with true north.

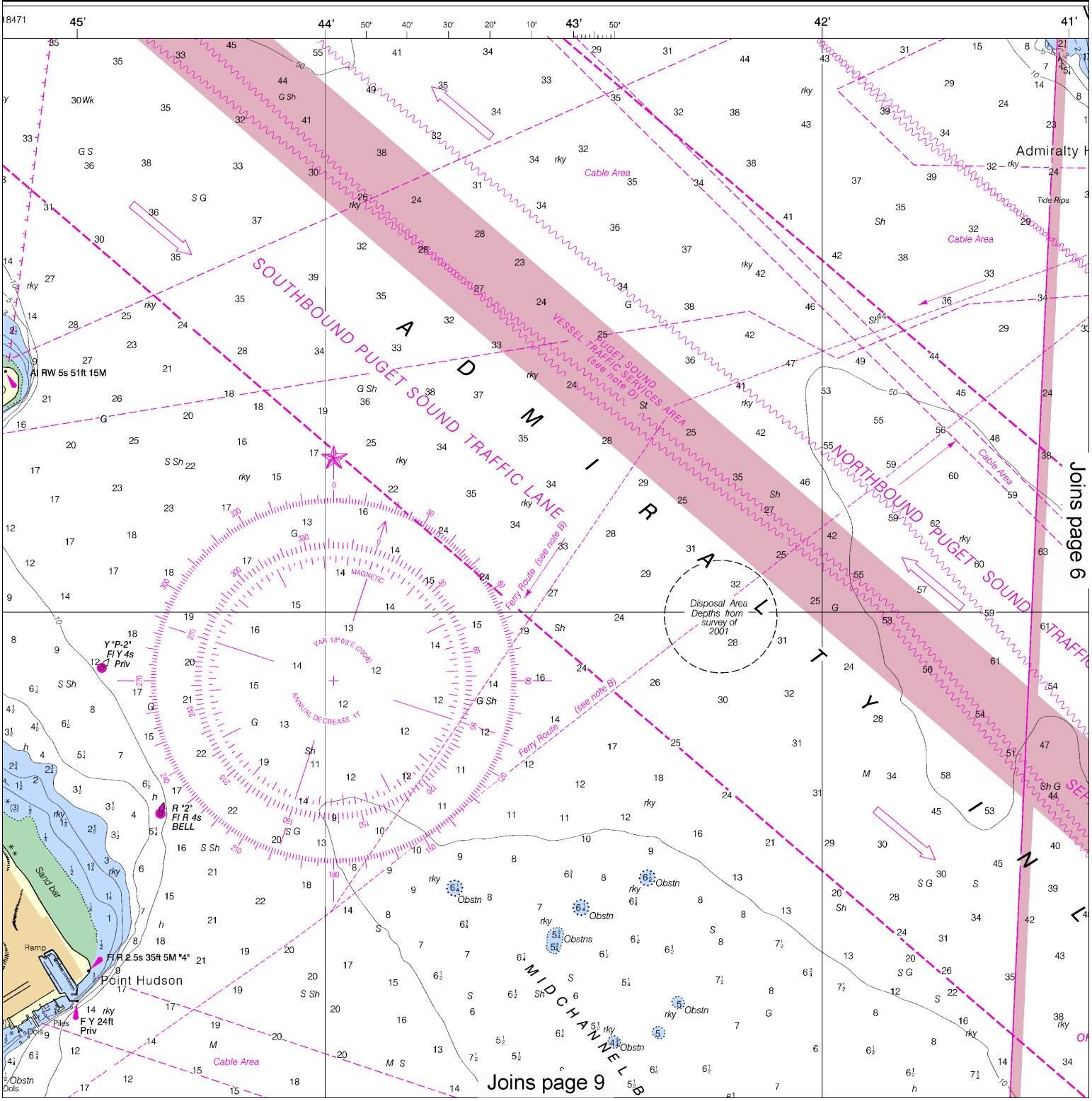
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles

0 1 1 ½

Yards

500 0 500 1000 1500 2000 2500



KEYSTONE HARBOR
The controlling depth at MLLW was 19½ feet in the Entrance Channel and 8 feet in the Mooring Basin, except for shoaling along the edges of the Basin.

Formerly C&GS 6405, 1st Ed., Jan 1892 KAPP 1722

May 2001

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:26667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

SCALE 1:20,000

Nautical Miles

½ 1 1¼

Statute Miles

½ 1 1⅛

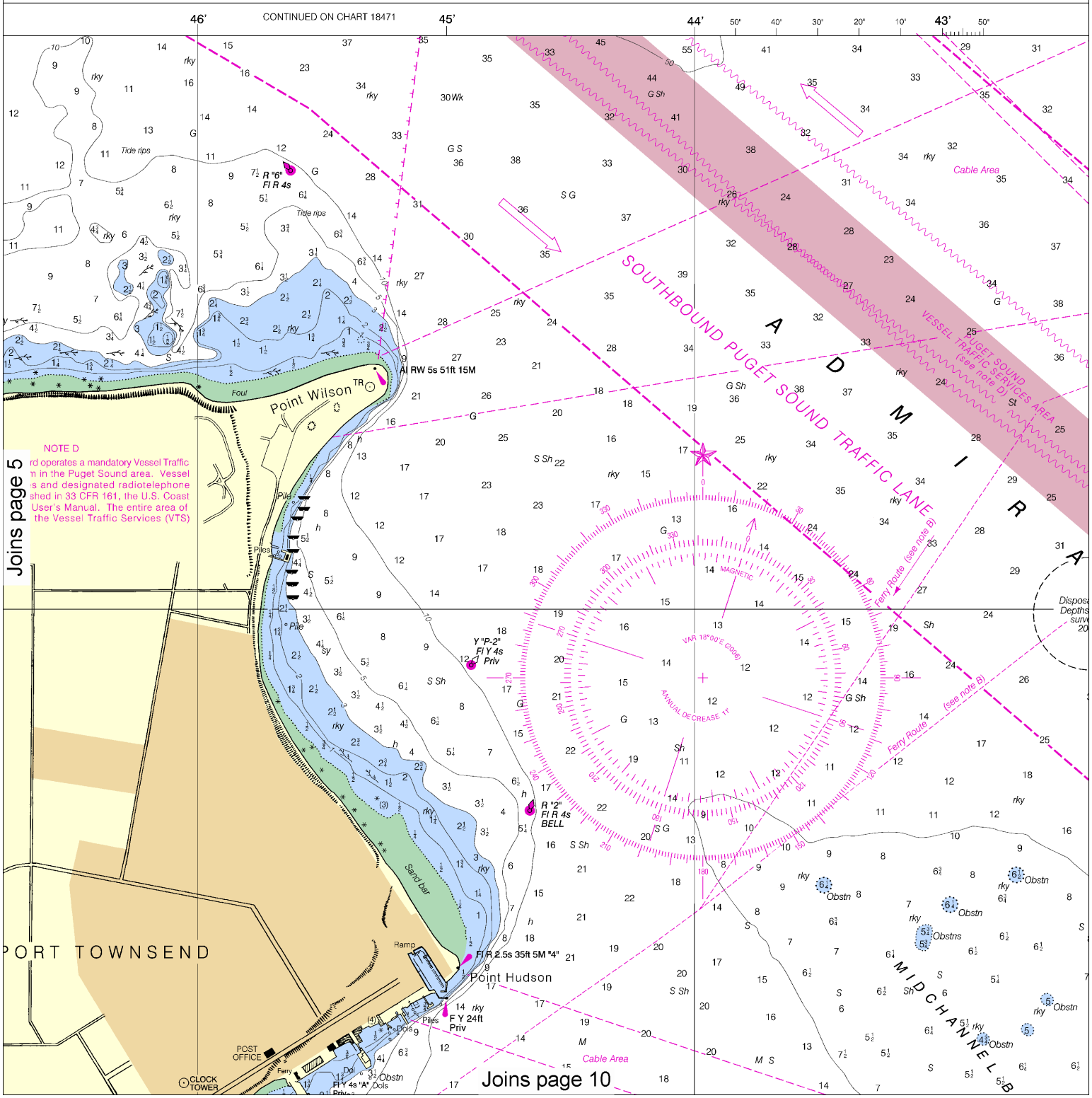
Yards

500 1000 1500 2000 2500

Meters

500 1000 1500 2000 2500

Formerly C&GS 6405, 1st Ed., Jan 1892 KAPP 1722



6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles

0 1 1½

Yards

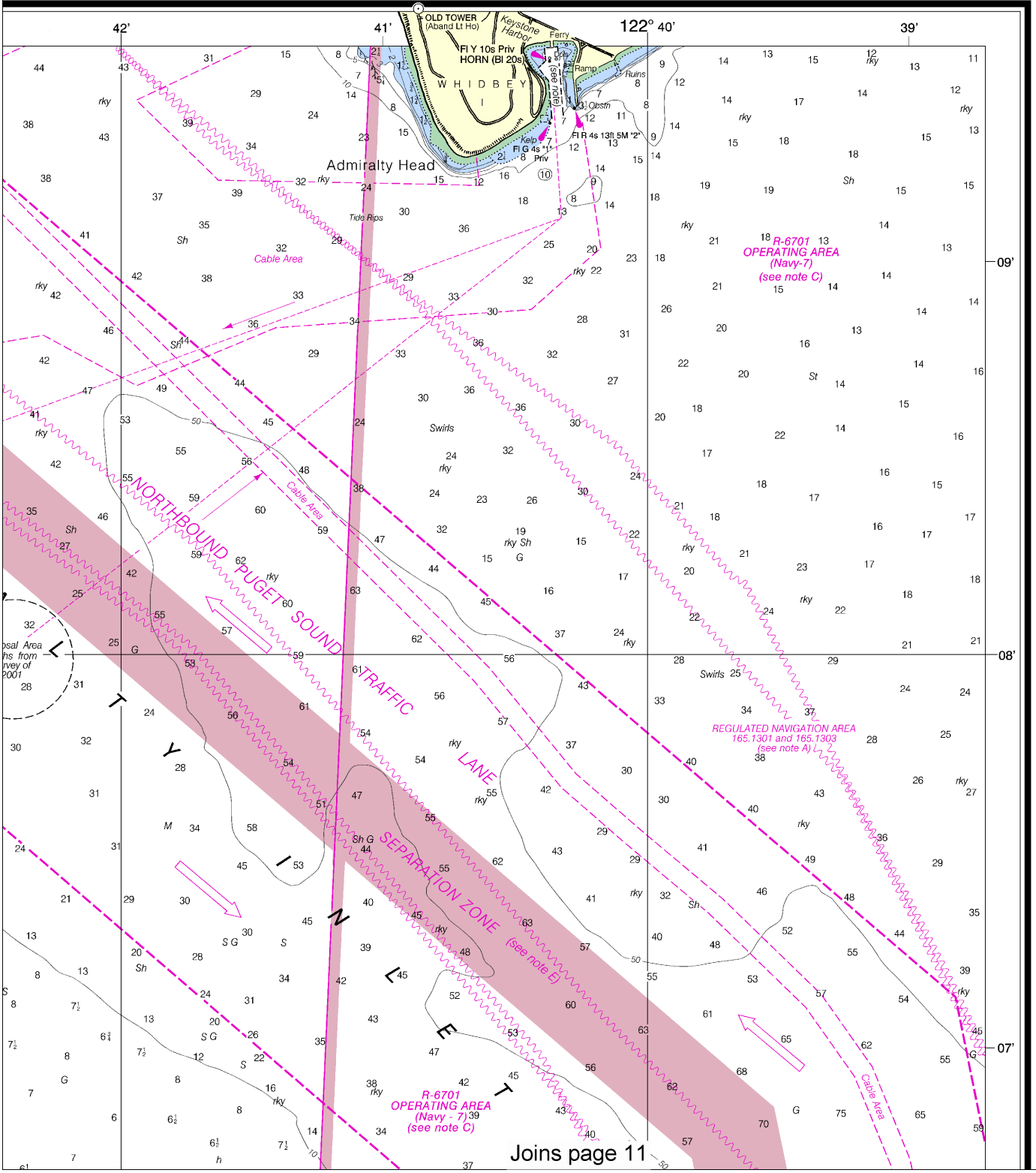
500 0 500 1000 1500 2000 2500

KEYSTONE HARBOR
The controlling depth at MLLW was 19½ feet in the Entrance Channel and 8 feet in the Mooring Basin, except for shoaling along the edges of the Basin.

May 2001

SOUNDINGS IN FATHOMS

18464



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012, NGA Weekly Notice to Mariners: 4812 12/1/2012, Canadian Coast Guard Notice to Mariners: 0912 9/28/2012.

Joins page 4

PORT TOWNSEND

Mercator Projection
Scale 1:20,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

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Refer to charted regulation section numbers.

WARNING

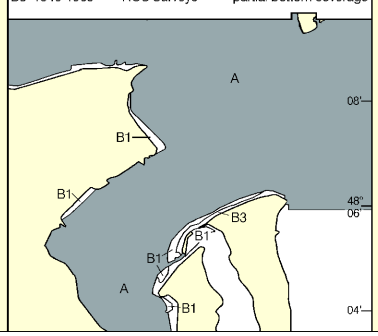
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

PORT TOWNSEND

POST OFFICE
CLOCK TOWER
Ferry
Fl Y 4s "A" Priv
Fender
Fl Y 4s "B" 4 Priv
Fl R 4s 15ft 3M "2"
Fl G 4s 15ft 4M "1"
Ramp
Hospital
CUPOLA
Pile ED
9½ Ft JUL 2000
Subm pipe
Ruins
Subm dols
Obstn
SNCT RR
Pile ruins
LIGHT OBSCURED
F Y 25ft "A" Priv
STACK
F Y 30ft "A" HORN (Bl 19s) Priv
F Y 25ft "B" Priv
F Y 30ft "B" Priv
Fl Y 6s Priv
Sewer
Mooring platforms
Glen Cove
Ruins
Obstn
Piles
PA
RESTRICTED AREA
334.1270
(see note A)
Fl Y 2s
M Sh

SOURCE

A	1990-2002	NOS Surveys	Full bottom coverage
B1	1990-2001	NOS Surveys	partial bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage



Joins page 12

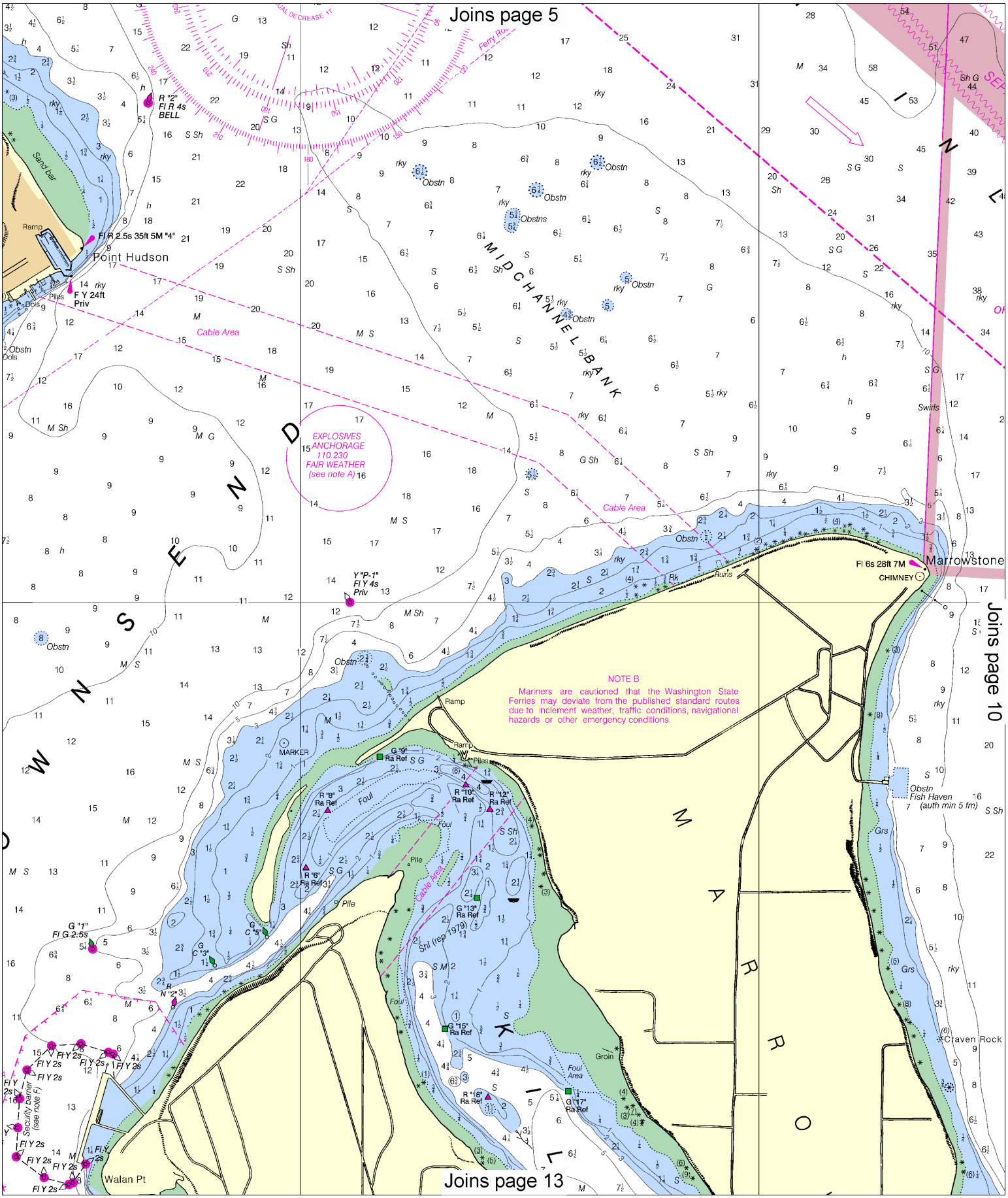
48° 06' 50' 40' 30' 20' 10' 50' 05'

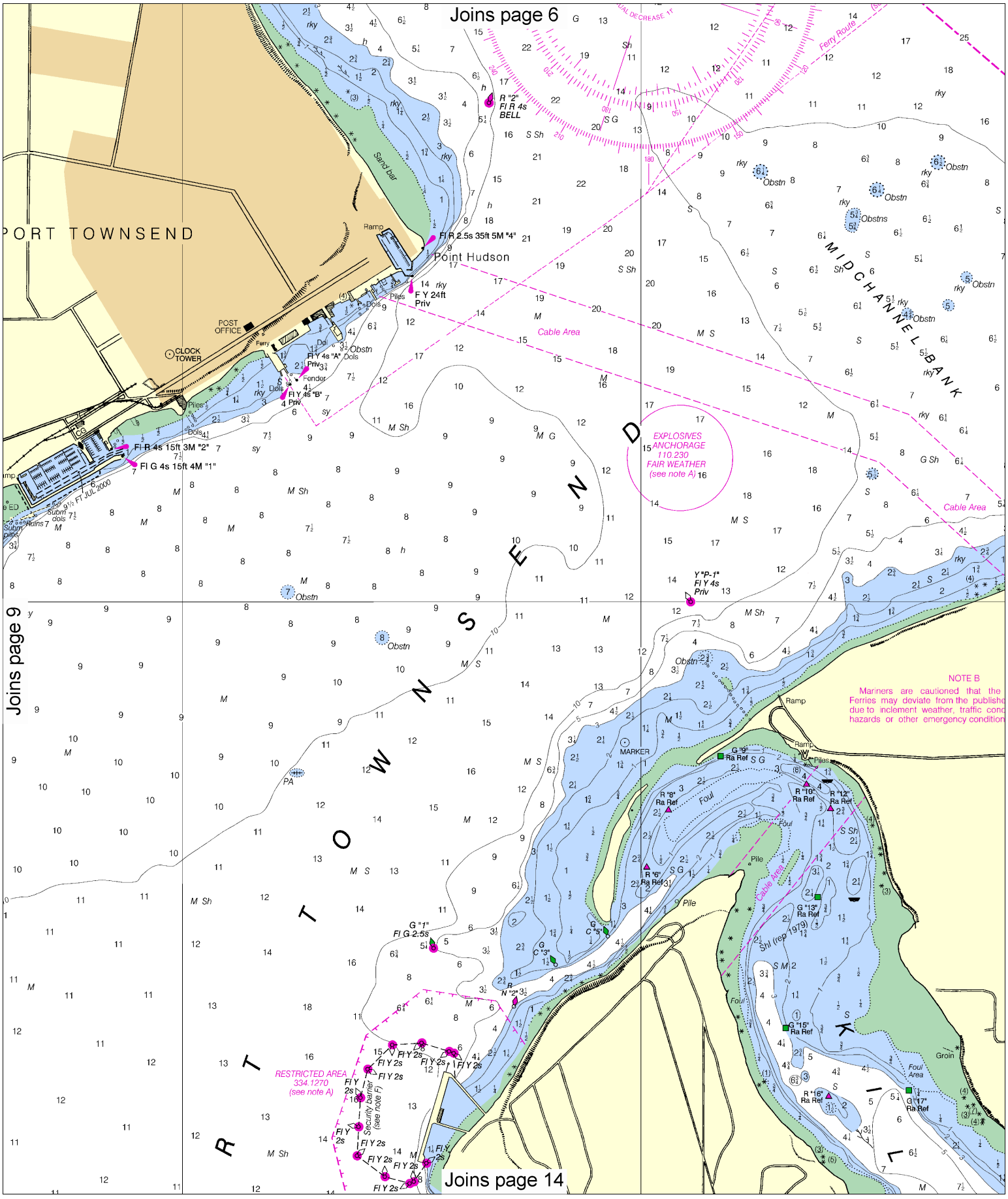
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1½

Yards
500 0 500 1000 1500 2000 2500


Joins page 5
Point Hudson
Fl R 2.5s 35ft 5M "4"
R "2" Fl R 4s BELL
F Y 24ft Priv
Ramp
Piles
Sand bar
Cable Area
MID CHANNEL BANK
EXPLOSIVES ANCHORAGE 110.230 FAIR WEATHER (see note A)
Y "P-1" Fl Y 4s Priv
Marrowstone
Fl 6s 28ft 7M
CHIMNEY
Ruins
Rk
Obstn
Obstns
Dols
Swirls
NOTE B
Mariners are cautioned that the Washington State Ferries may deviate from the published standard routes due to inclement weather, traffic conditions, navigational hazards or other emergency conditions.
MARKER
G "9" Ra Ref
R "8" Ra Ref
R "10" Ra Ref
R "12" Ra Ref
R "6" Ra Ref
G "13" Ra Ref
G "15" Ra Ref
R "16" Ra Ref
G "17" Ra Ref
Foul
Pile
Shl (rep 1979)
Foul Area
Groin
G "1" Fl G 2.5s
G "C 5"
G "C 3"
R "N 2"
Fl Y 2s
Security barrier (see note F)
Walan Pt
Obstn Fish Haven (auth min 5 fm)
Craven Rock
Grs
Joins page 10
Joins page 13
MARROWSTONE ISLAND
PUGET SOUND
WEST SOUND

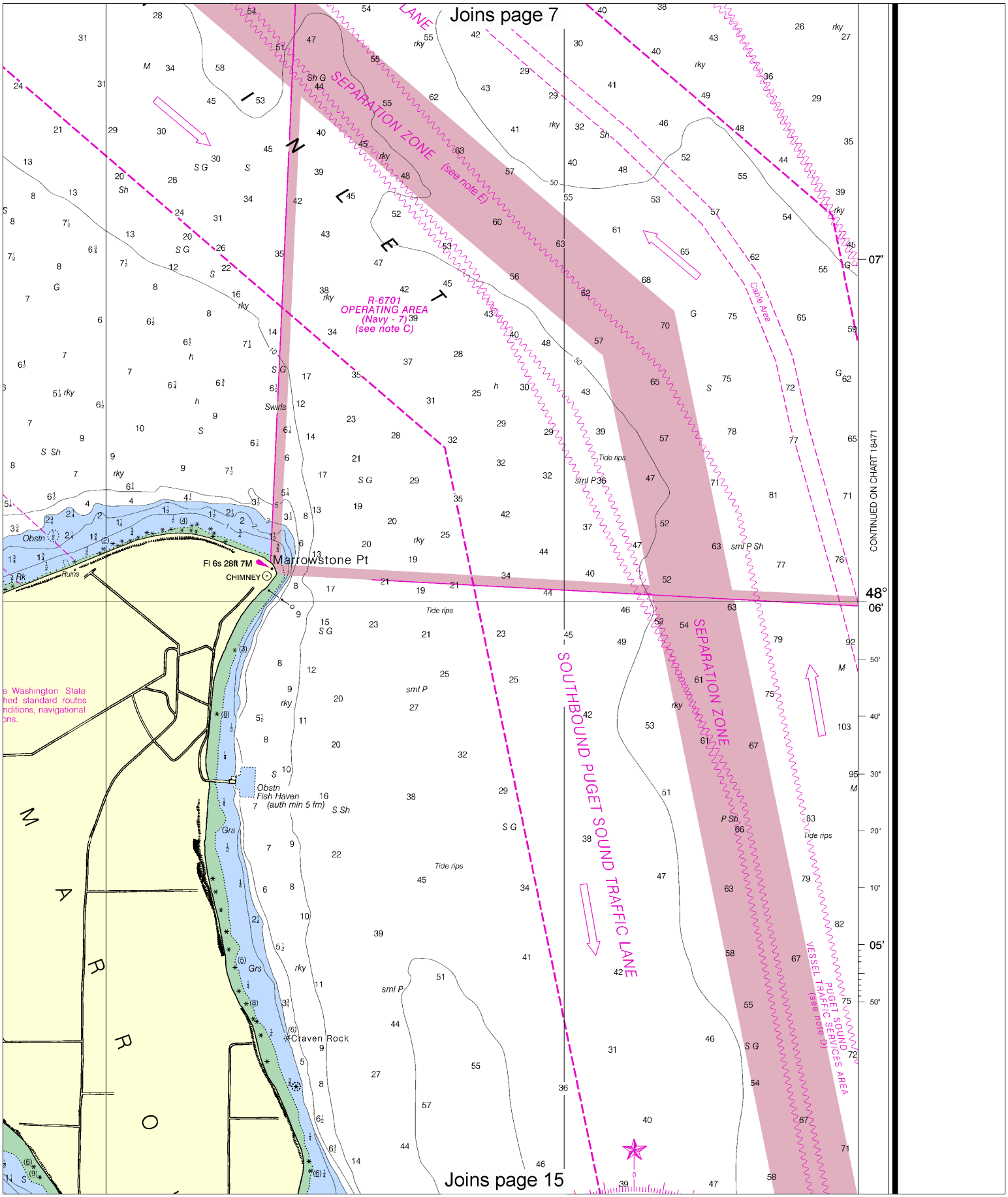


Note: Chart grid lines are aligned with true north.

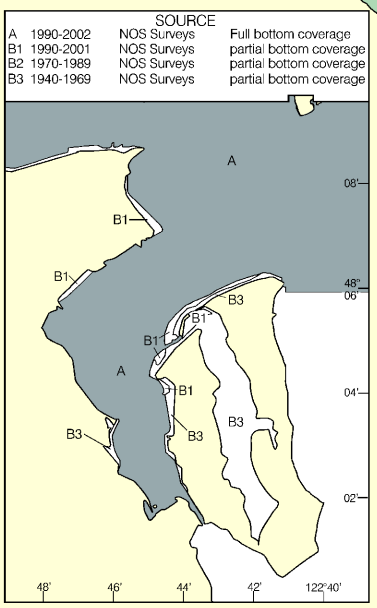
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0, 1, 1 ½

Yards: 500, 0, 500, 1000, 1500, 2000, 2500


Joins page 7
SEPARATION ZONE (see note E)
INBOUND TRAFFIC LANE
R-6701
OPERATING AREA
(Navy - 7)
(see note C)
Cable Area
Marrowstone Pt
Fl 6s 28ft 7M
CHIMNEY
Ruins
Obstn
Rk
Obstn
Fish Haven
(auth min 5 fm)
Craven Rock
Tide rips
SOUTHBOUND PUGET SOUND TRAFFIC LANE
SEPARATION ZONE
PUGET SOUND
VESSEL TRAFFIC SERVICES AREA
(see note D)
MARROWSTONE
Swirls
sml P
sml P Sh
S G
Sh G
Sh
rky
Grs
07'
06'
05'
48°
CONTINUED ON CHART 18471
Joins page 15

Joins page 8



SOURCE DIAGRAM

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Note F

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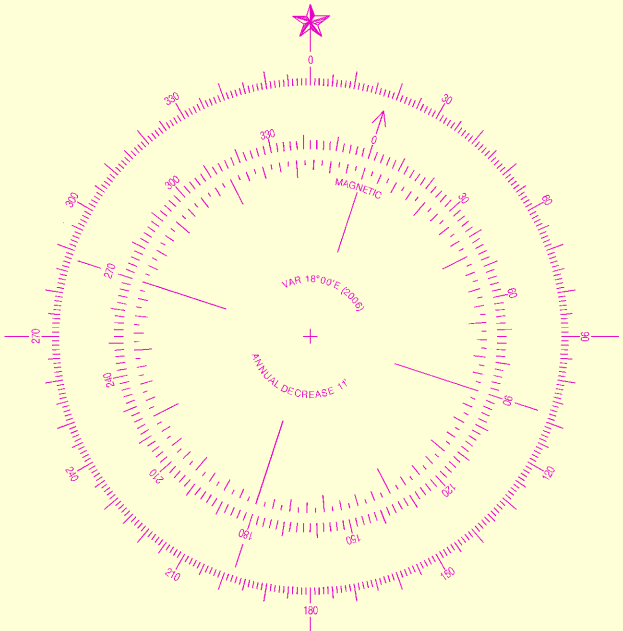


LOGARITHMIC SPEED SCALE

1 2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the spread is 16.0 knots

SCALE 1:20,000

Nautical Miles

Statute Miles

Yards

500 0 500 1000 1500 2000 2500

Joins page 16

Note: Chart grid lines are aligned with true north.

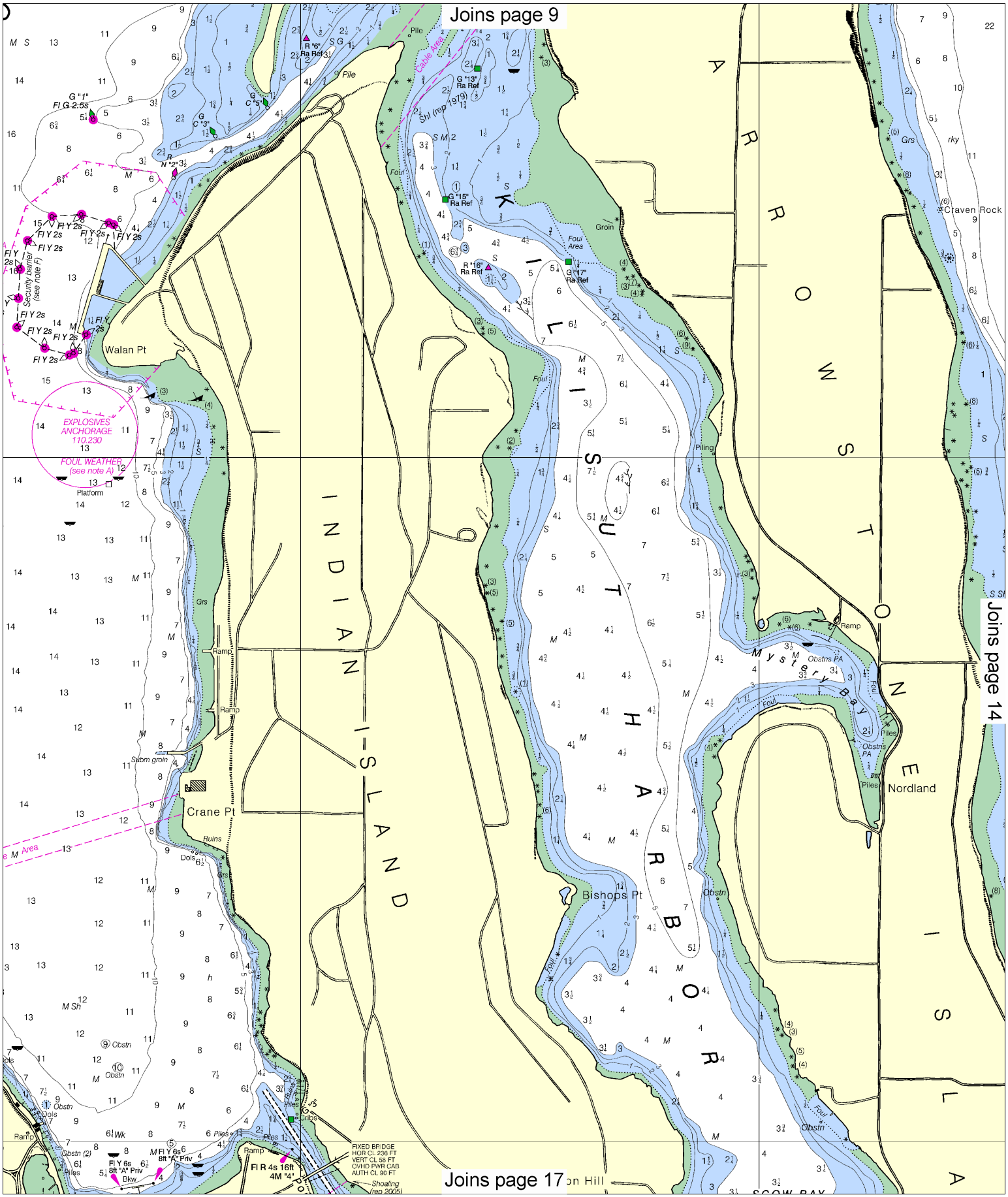
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

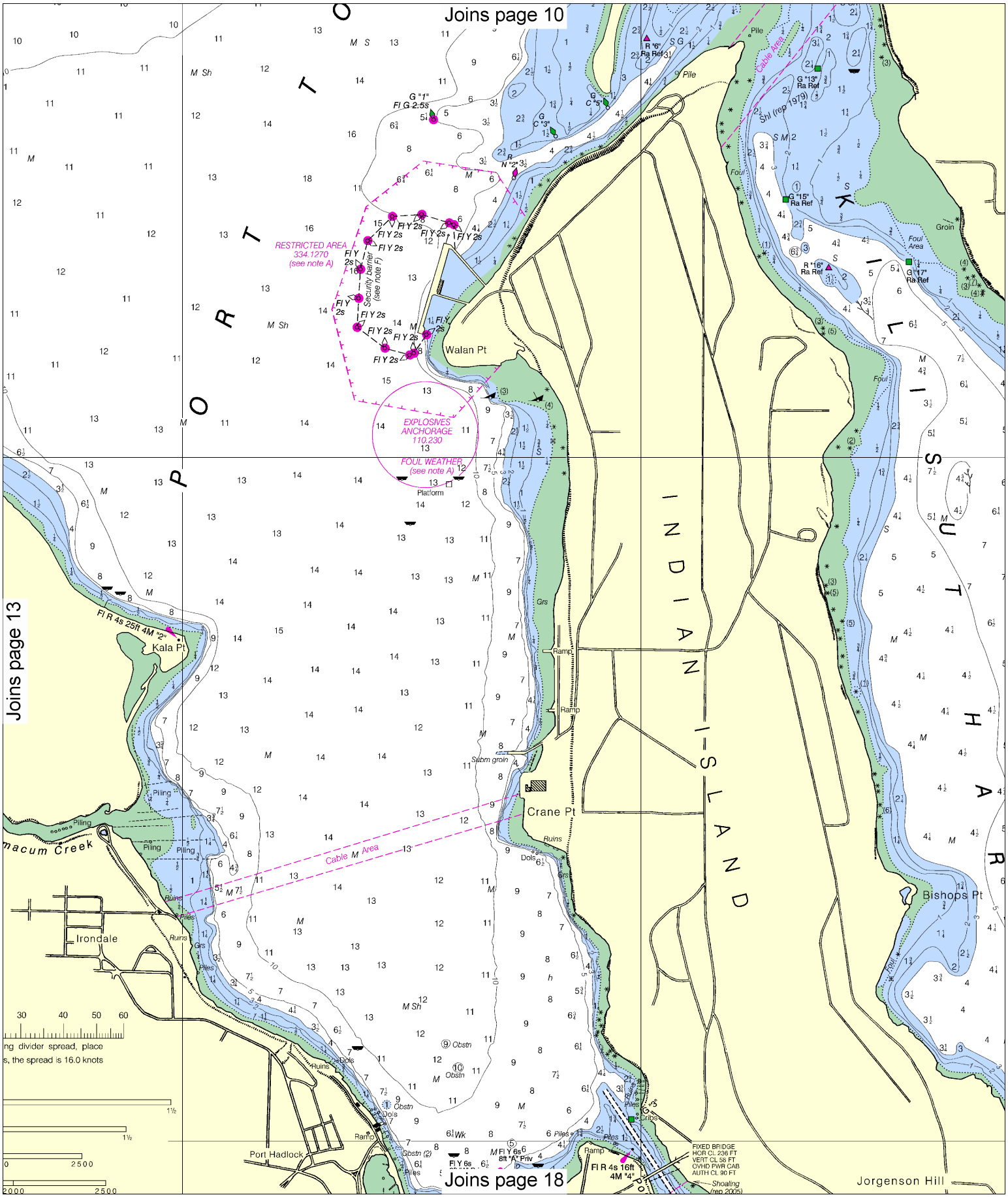
Nautical Miles

0 1 1 ½

Yards

500 0 500 1000 1500 2000 2500


Joins page 9
Joins page 14
Joins page 17
Walan Pt
Crane Pt
Bishops Pt
Nordland
Craven Rock
Platform
Ramp
Ruins
Piling
Groin
Foul Area
Cable Area
Pile
Piles
Obstn
Obstns PA
Wk
Shoaling (rep 2005)
EXPLOSIVES ANCHORAGE 110.230
FOUL WEATHER (see note A)
Security barrier (see note F)
FIXED BRIDGE HOR CL 236 FT VERT CL 58 FT OVHD PWR CAB AUTH CL 90 FT
Fl R 4s 16ft 4M "4"
Fl Y 6s 8ft "A" Priv
Fl Y 2s
INDIAN ISLAND
SUTTON ISLAND
ARROWSTONE
SKILLIAN
HARBOR
Mystery Bay
SCOW BAY

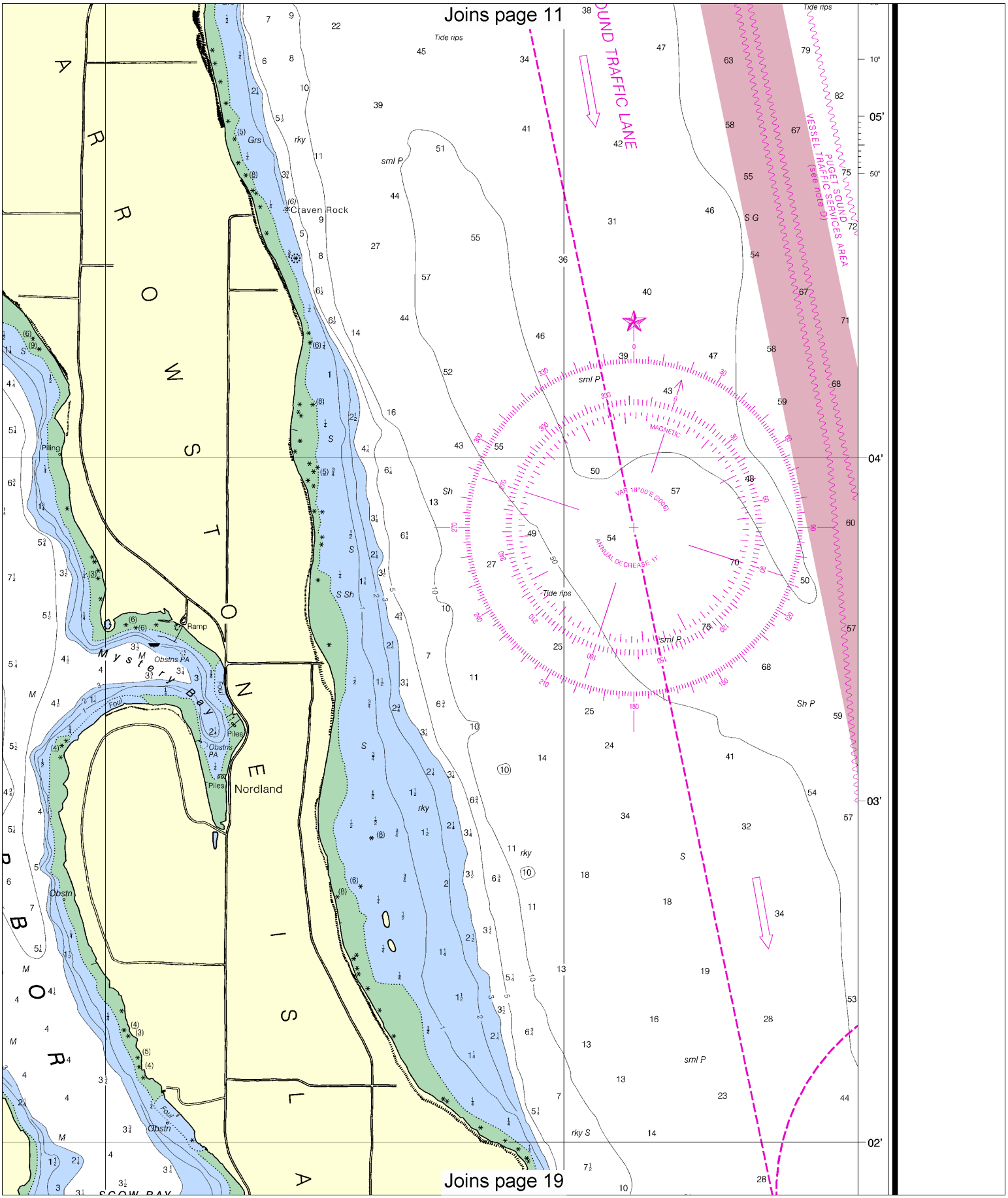


Note: Chart grid lines are aligned with true north.

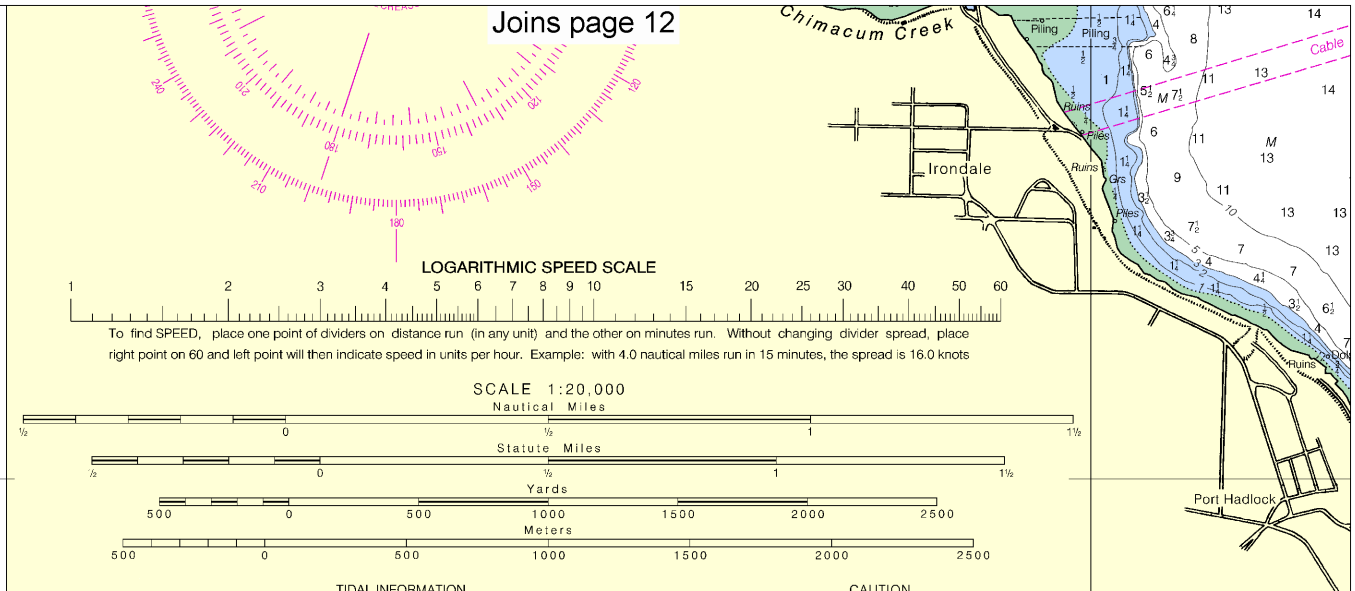
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500


Joins page 11
Joins page 19
ARROW STONE
Craven Rock
Nordland
Mystery Bay
Ramp
Piling
Obstn
Obstns PA
Foul
Piles
Grs
rky
sml P
S
S Sh
Sh
Sh P
Tide rips
SOUND TRAFFIC LANE
PUGET SOUND VESSEL TRAFFIC SERVICES AREA (see note D)
MAGNETIC
VAR 18°00'E (2006)
ANNUAL DECREASE 11'
04'
05'
03'
02'

Joins page 12



LOGARITHMIC SPEED SCALE

1 2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the spread is 16.0 knots

SCALE 1:20,000

Nautical Miles

½ 0 ½ 1 1½

Statute Miles

½ 0 ½ 1 1½

Yards

500 0 500 1000 1500 2000 2500

Meters

500 0 500 1000 1500 2000 2500

02'

01'

TIDAL INFORMATION

Place Name (LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
	feet	feet	feet	feet
Port Townsend (48°07'N/122°45'W)	8.6	7.9	2.6	-5.0
Oak Bay, Admiralty Inlet (48°01'N/122°43'W)	9.4	8.6	2.6	-4.5

(Jun 2005)

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) ○(Approximate location)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical
Al alternating
B black
Bn beacon
C can
DIA diaphone
F fixed
Fl flashing
G green
IQ interrupted quick
Iso isophase
LT HO lighthouse
M nautical mile
m minutes
MICRO TR microwave tower
Mkr marker
Mo morse code
N nun
Obsc obscured
Oc occulting
Or orange
Q quick
R red
Ra Ref radar reflector
R Bn radiobeacon
R TR radio tower
Rot rotating
s seconds
SEC sector
St M statute miles
VQ very quick
W white
WHIS whistle
Y yellow

Bottom characteristics:

Blds boulders
bk broken
Cy clay
Co coral
G gravel
Grs grass
gy gray
h hard
M mud
Oys oysters
Rk rock
S sand
so soft
Sh shells
sy sticky

Miscellaneous:

AUTH authorized
ED existence doubtful
Obstn obstruction
PA position approximate
PD position doubtful
Rep reported
Subm submerged

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Seattle, WA	KHB-60	162.55 MHz
Puget Sound, WA	WWG-24	162.425 MHz

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE C

NAVAL OPERATING AREAS

Mariners should use caution as n
craft may be maneuvering within
areas. For further information co
Local Notices to Mariners.

Marin
tective
structur

T
One-way traffic lanes o
all vessels traveling betw
aid in the prevention
not intended in any wa
Road. Separation zones
and to be free of ship t
for crossing purposes. V
extreme caution.
Precautionary Areas
and cross the traffic sepa
with caution in these are
system should do so at th
Traffic Separation Schem
chapter 2 of the U.S. Co

International Regulatio
The entire area of this

Report all spills of o
Center via 1-800-424-88
if telephone communicat

This nautical chart ha
Ocean Service encourage
improving this chart to th
Service, NOAA, Silver Sp

49' 122°48' 47' 46'

25th Ed., Jul. / 06 ■ Corrected through NM Jul. 01/06
Corrected through LNM Jun. 20/06

18464

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUNDINGS IN FA

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~

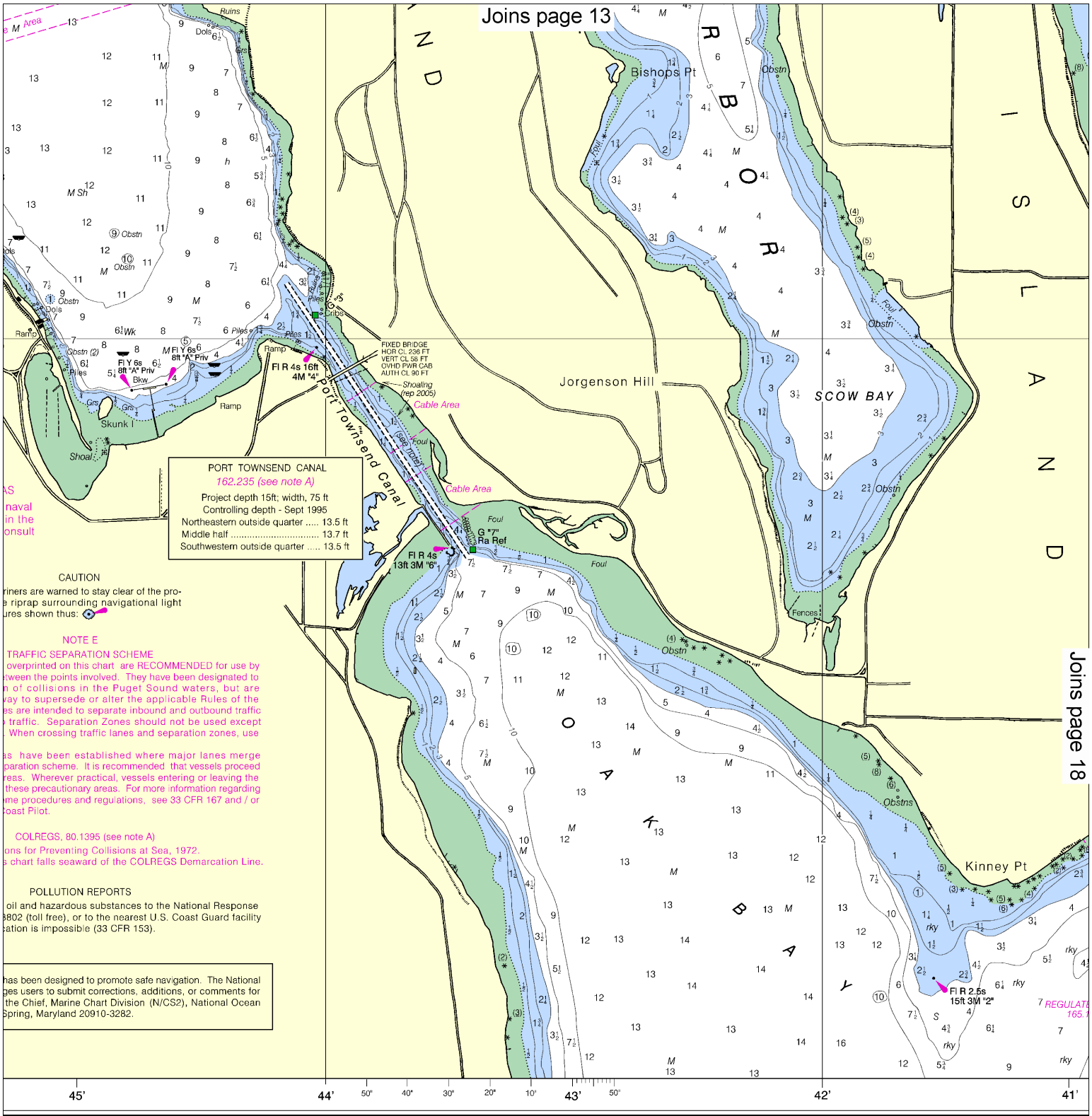
Nautical Miles

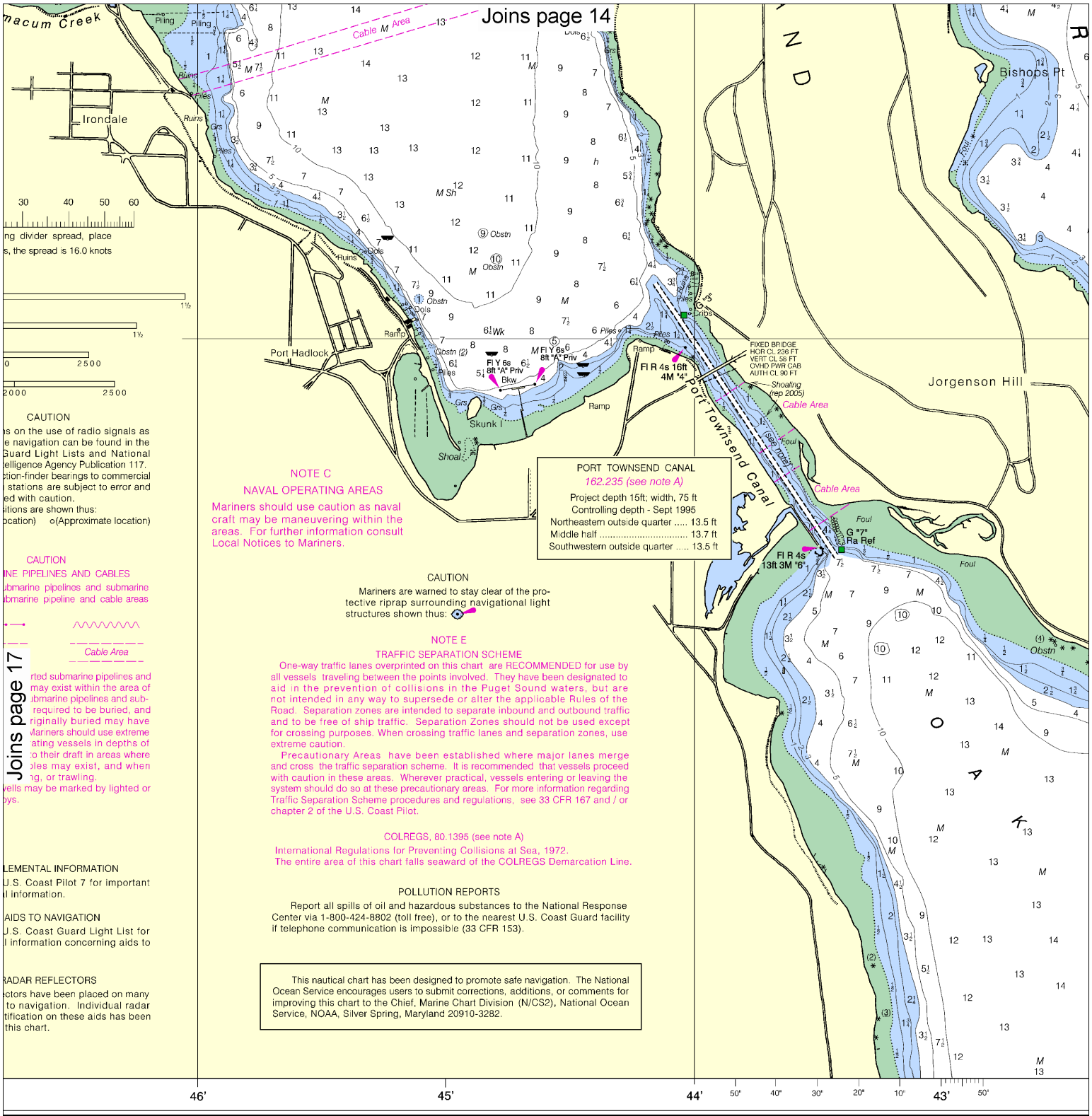
0 1 1½

Yards

500 0 500 1000 1500 2000 2500

See Note on page 5.


Joins page 13
Joins page 18
Bishops Pt
Jorgenson Hill
SCOW BAY
Kinney Pt
Skunk I
Shoal
Ramp
Ruins
Dols
Grs
Obstn
Obstn (2)
Piles
Bkw
Wk
Fl Y 6s 8ft "A" Priv
M Fl Y 6s 8ft "A" Priv
Fl R 4s 16ft 4M "4"
FIXED BRIDGE
HOR CL 236 FT
VERT CL 58 FT
OVHD PWR CAB
AUTH CL 90 FT
Shoaling (rep 2005)
Cable Area
Foul
(See note)
Port Townsend Canal
PORT TOWNSEND CANAL
162.235 (see note A)
Project depth 15ft; width, 75 ft
Controlling depth - Sept 1995
Northeastern outside quarter ..... 13.5 ft
Middle half ..... 13.7 ft
Southwestern outside quarter ..... 13.5 ft
Fl R 4s 13ft 3M "6"
G "7"
Ra Ref
Fl R 2.5s 15ft 3M "2"
Fences
Obstns
rky
CAUTION
riners are warned to stay clear of the pro-
e riprap surrounding navigational light
ures shown thus:
NOTE E
TRAFFIC SEPARATION SCHEME
overprinted on this chart are RECOMMENDED for use by
tween the points involved. They have been designated to
n of collisions in the Puget Sound waters, but are
way to supersede or alter the applicable Rules of the
es are intended to separate inbound and outbound traffic
traffic. Separation Zones should not be used except
When crossing traffic lanes and separation zones, use
as have been established where major lanes merge
paration scheme. It is recommended that vessels proceed
reas. Wherever practical, vessels entering or leaving the
these precautionary areas. For more information regarding
me procedures and regulations, see 33 CFR 167 and / or
oast Pilot.
COLREGS, 80.1395 (see note A)
ons for Preventing Collisions at Sea, 1972.
s chart falls seaward of the COLREGS Demarcation Line.
POLLUTION REPORTS
oil and hazardous substances to the National Response
802 (toll free), or to the nearest U.S. Coast Guard facility
cation is impossible (33 CFR 153).
has been designed to promote safe navigation. The National
ges users to submit corrections, additions, or comments for
the Chief, Marine Chart Division (N/CS2), National Ocean
Spring, Maryland 20910-3282.
45'
44'
43'
42'
41'
FATHOMS
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY
FATHOMS
FEET
METERS

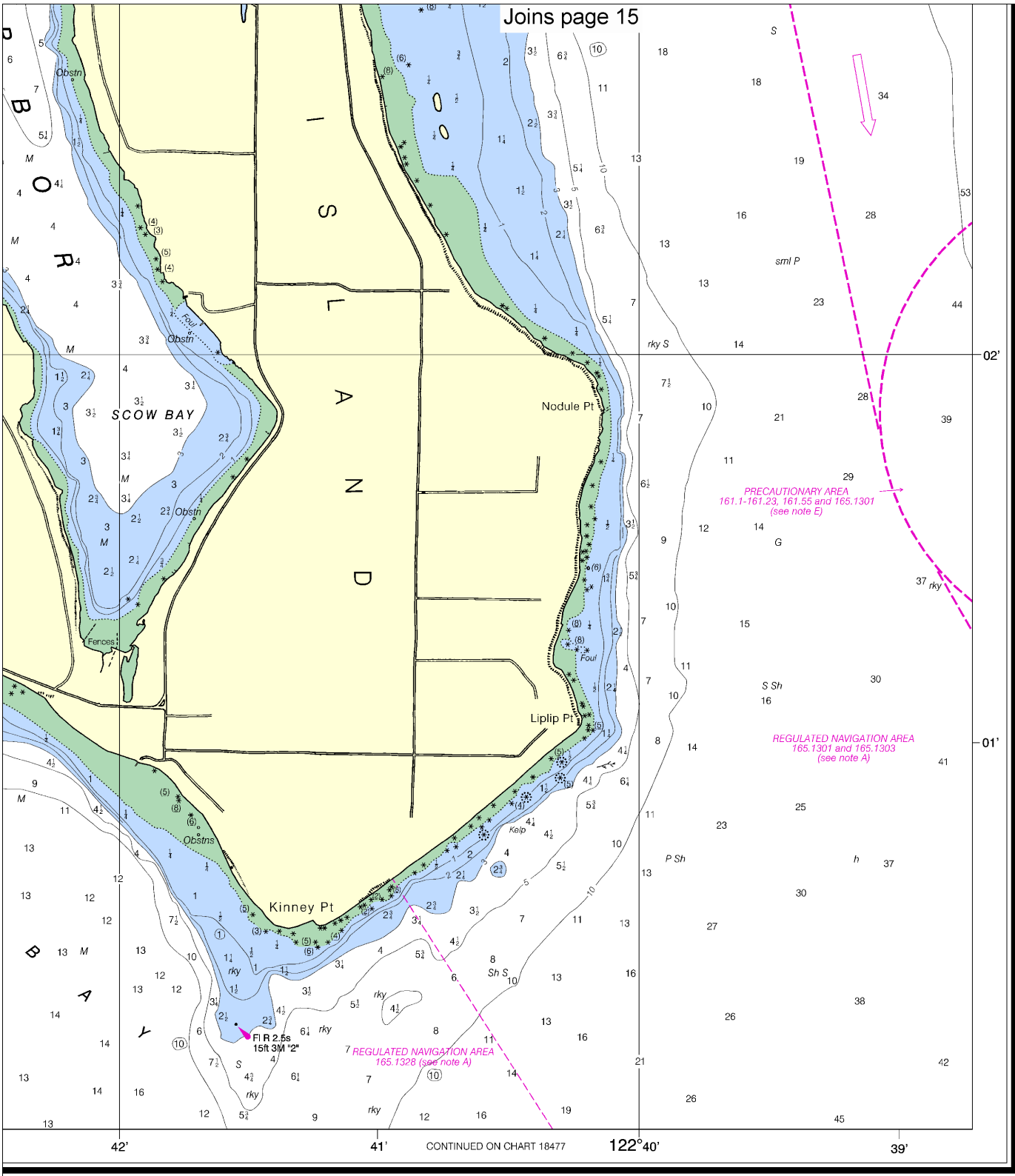


Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 1 1 ½

Yards: 500 0 500 1000 1500 2000 2500



Port Townsend

SOUNDINGS IN FATHOMS - SCALE 1:20,000

18464

ED. NO. 25

NSN 7642014011517 NGA REFERENCE NO. 18AHA18464

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
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Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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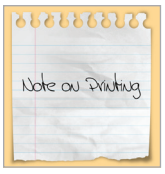

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NOAA's Office of Coast Survey The Nation's Chartmaker